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CENTRAL INTELLIGENCE AGENCY REPORT

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SUBJECT 1. Port Installations of Szczecin (Stettin) and Approach from Swinoujscie (Swinemuende) NO. OF PAGES 15
2. Tides, Ice Conditions, and Depths of Channels
3. Plans for Expansion of Szczecin Harbor

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1. General Geographical and Economical Data 25X1

a. Szczecin (Stettin) is the most important Polish port ranking with Gdynia. The export of coal from Upper Silesia on the one hand, and the importation of ores on the other, give the port its importance but it also plays an important role as a transit harbor, chiefly for East Germany and Czechoslovakia.

Shipbuilding activity quickly revived due to the fact that the former Oderwerke shipyard had suffered comparatively little damage during the war.

Polish emigrants, who had returned from other European countries, were settled in large numbers in Stettin and, in addition, about 500 Germans (almost exclusively specialist workers) live in that town.

The town has a population of between 200,000 to 250,000 inhabitants.

Except for a few leading administration officials, the Soviets have left Stettin.

Heavy war damage in the town district has been repaired to a great extent; the town gives a clean but rather poor impression; reconstruction measures, however, are hardly visible.

War damage in the harbor district has been repaired on the whole, and turnover is greater than prior to the war.

b. Turnover

The favorable location of Stettin the good waterway system, short railway connections to Berlin and East Germany, Upper Silesia and Czechoslovakia and the ever growing transit traffic from those countries, including Hungary and Rumania, essentially contributed to the increased turnover.

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25 YEAR RE-REVIEW

The number of vessels under foreign flags calling at Stettin continually increased. [redacted] 25X1

[redacted] about 20 percent Polish vessels, and 25X1
13 percent Soviet vessels.

The following figures show the total increase of turnover after the Soviets had returned the harbor to Poland in late 1947. The Soviets dismantled the most important industrial plants, and the Poles had energetically taken in hand the reconstruction of the harbor:

1949: 4,500,000 tons
1950: 5,300,000 tons
1951: 8,000,000 tons

Exports mainly included:
coal, machinery (tractors, motor vehicles), iron, iron tubes, foodstuffs (potato meal, eggs, salt, sugar), mixed cargo.

Imports mainly included:
ores (titanium, apatite, manganese ore), coke, sulphur, super phosphate, pit props, machinery and chemicals, grain, tobacco.

It is proposed to reach a turnover of 15,000,000 tons, including 2/3 of exported coal and 1/4 of imported ores.

c. Labor conditions

In early 1951, all Polish firms were nationalized, including the shipbroker's firms which, after being merged, are called Agencia Morska. Loading operations are carried out by Polish workers in three shifts. The state of nutrition of the workers is poor; clothing and footwear leave much to be desired.

The longshoremen are between 30 and 40 years old, while all the tally clerks (checkers) are younger men. Most of the latter were subordinate to the labor exchange in Stettin after they had completed a 5 year seamanship and nautical course at a nautical school in Gdynia, and subsequently had to work in the harbor until they were drafted for the Polish armed forces.

About 600 men of this category are generally employed in the harbor district.

For the rest, there is a shortage of laborers, who are poorly and insufficiently paid. For this reason slow-down tactics are followed and all workers, even the officials, are absolutely bribable.

Earnings: The manager of the silo, for example, makes 15,000 zloty, and a workman about 3,000 zloty, including bonuses.

Prices for all commodities, such as clothing, footwear, etc., are exorbitant, and in consequence, the workmen try to improve their standard of living by blackmarketeering.

2. Nautical data (See also Ostsee-Handbuch (Baltic Sea Pilot Book), southern part [redacted] 25X1

a. Approaches

The main channel from Swinemuende to Stettin is 37 sea miles long and can be navigated by vessels drawing up to 7.5 meters. The available depths can be read from the water gauge in Swinemuende or be obtained at the pilot station in Stettin.

The course of the Oder River, bordered by low meadows beginning at the Papenwasser channel, forms many branches below Stettin and is linked by numerous water courses with the Dammscher See (a lake, named for Altdamm).

The course of the main channel and its buoyage and lighting are described in the pilot book and the light list respectively. The buoyage and coast lighting service are subordinate to the Polish Hydrographic Office.

The channel in the Haff (lagoon), which is free from wrecks, is 150 meters wide, narrowing to 100 meters upriver from Leitholm Island. Continual dredging operations are carried out in an attempt to maintain the depth of the Papenwasser channel and in the harbor installations

b. Anchorages and Quay Berths

No anchorages proper are available in Stettin, with the exception of anchorages specially announced which, however, can be used only on special instruction . Several waiting quays are available for temporary berthing until the quay is disengaged.

Instructions on the assignment of berths are transmitted by the pilot station to the incoming vessels by flag signals or morse code signals.

c. Tides and Ice Conditions

Fluctuations of up to 0.6 meters above and 0.4 meters below mean water level rarely occur in Stettin harbor, and t' water level hardly ever drops more than 0.4 meters in the Oder Riv ne water level rises with winds blowing from the sector betwe orthwest and northeast (through north) and drops with winds blowing between the southwest and southeast (through south).

The Stettiner Haff (Stettin lagoon) almost regularly freezes over. Even in mild winters an average of 39 days with ice is reached, 26 of which cause difficulties to shipping. Average winters, with 64 ice days, hinder shipping for 54 days, while in severe winters, with 100 ice days, shipping is hindered for 95 days.

The formation of ice generally sets in in mid-December and ice remains until late March. The channel from Swinemuende to Stettin is kept icefree by icebreakers. If, however, the sea area off Swinemuende is inaccessible because of ice, shipping traffic to Stettin is entirely halted.

d. Pilots (See Legend, Annex 1, and Sketch, Annex 2, for locations of installations)

Pilotage is compulsory for ships proceeding to Stettin, and the pilots are embarked off the Swinemuende leading buoy.

Pilot station (1)

The pilot station for the entire harbor district is accommodated in the building of the Polish harbor master (1) (the former office building of Wolf's sawmill) under the Polish designation of "Kapitanat Por a". The offices of the harbor master, the pilot-service offices and the harbor police are quartered in this building.

The pilots conduct the vessels to their assigned berths in Stettin. The Polish pilots are quite conversant with the well-buoyed and lighted channels; their ship handling, however, leaves much to be desired since they are appointed rather on the basis of political points of view than for their professional efficiencies. It is therefore necessary to check their instructions most carefully.

3. The Stettin harbor district comprises all water courses located between the Gustow-Ramerenzdorf border and the Zuellchow-Frauendorf border.

The eastern border is formed by the west and the south bank of the Dammscher See, the Moenne River and the Kleine Reglitz River. The turning area, 300 meters in diameter, is located near Zuellchow, from which the Moellnfahrt (Moelln passage) (II) 9 meters deep, leads direct to the Industriehafen (industrial harbor).

Prior to reaching the Stettin harbor district proper, a ship coming from Swinemuende passes the following industrial and factory plants located on the west bank of the Oder River:

Feldmuehle Paper Mill

Papierfabrik Feldmuehle (now called Papierni Fant) located off Odermuende, was entirely dismantled and shipped to the USSR by the Soviets in 1950. It has been reerected to such an extent that partial operation is possible again.

Some of the quay installations are usable.

Eisenhuette Kraft

Eisenhuette Kraft (now Huty Kra) in Kratzwiek off Stolzenhagen. This plant is in full operation working around the clock since 1950. The copper rolling mill, the laboratory of which has already been reerected, will start operation in the near future. Blast furnace cement is supplied by a cement plant belonging to the iron plant.

The quay belonging to the Eisenhuette is 300 meters long, 30 meters wide, 2.5 meters above water level, 10 meters deep alongside and capable of accommodating ships of up to 9,000 GRT.

An industrial track system with 36 spur tracks links the plant with Stolzenhagen railroad station. Three 4-ton electric gantry cranes and two electric 3-ton bridge cranes are available.

Chemical Factory "Union"

Chemical factory "Union" (now Szczecinska Fabryka Fosfatu - UCHC) is completely reconstructed and also works around the clock.

It consists of a 160 x 60-meter four-story factory building, a 130 x 45-meter store room, a four story administration building and 3 blast furna

It has a labor force of about 400.
The quay wall is about 200 meters long, 30 meters wide, 2.5 meters high, and 8 meters deep alongside. Ships of up to 6,000 GRT can be accommodated there.
The industrial track system consists of 8 spur tracks, and two 3-ton gantry cranes are available.

Baltic shipyard (now Baran) is the Polish shipyard for the repair of inland vessels.

Ore transshipping plant Snop i Huk

Former shipping plant of the Hedwigshuette (now Snop i Huk).

Swedish ores for Upper Silesia and Hungary are transhipped at this quay, which is 600 meters long, 2.5 meters high and 10 meters deep alongside, and capable of accommodating ships of up to 9,000 GRT. Railroad connection is assured by five spur tracks; four 3-ton electric gantry cranes and two 4-ton bridge cranes are available. A single-floor building, housing workshops and office rooms and a two-story store house are located on the quay.

a. Harbor installations

Quay Mak (2)

Live stock for Poland was landed at the former German Navy depot (2) (now Mak Quay) until 1947. Since that year this quay, 200 meters long, 2.5 meters high and 8 meters deep alongside, has no longer been used. The former marine IC-engine factory which had been destroyed by fire has not been reerected.

Oil Mill Oko (3)

The quay of the former oil mill (now Oko) (3) is 200 meters long, 2.5 meters high, and 8 meters deep alongside, and is used as a landing wharf for trawlers.

Fish Cannery (4)

A five-story fish cannery (4), a single-floor salting shop (5), a three-story administration building (6) and two electric 5-ton gantry cranes are on this quay.

The former Portland Cement Factory (now CAL) (7) has not been reerected and is still entirely in ruins.

The quay at the former steam mill (now DRAB) (8), a timber structure is no longer in use.

The central workshop plant of Stettin harbor (TBP) (9) is located near the former Gollnow Works. The quay installations have been rented by the Stettiner Werft (Stettin shipyard).

Former Vulkanwerft (shipyard) (10)

The government-owned scrap center for collecting scrap from the entire harbor and town districts, is located on the site of the former Vulkanwerft (10). The quay there, which is 400 meters long, 2.5 meters high and 8 meters deep alongside, is also used as a waiting quay.

Former Oderwerke (12)

The wharf of state-controlled enterprise of Verkehrs und Baggerarbe (11) (Traffic and dredging operations), 200 meters long and 2.5 meters high, located south of the former Vulkanwerft, borders on the quay of the former Oderwerke (shipyard) (12).

Off the former Vulkanwerft (10) the Bredow-Graben passage (III) links the Oder River (I) with the Moellnfahrt (II). A quay with two small cranes erected near the edge of the junction canal. The Tirpitz-Insel area extending southward is reserved for the Polish Navy (see under 8a).

Kai Arsenal (14)

The Kai Arsenal (14) is located on the site of the former German Naval Arsenal just upstream from the former Oderwerke shipyard (12). This quay, which is 600 meters long, 3.5 meters high and 10 meters deep alongside, is fitted with six 4-ton gantry cranes, and four spur tracks. The buildings, which were destroyed by war action, have been reerected. Among other buildings, a four-story administration building (15) is located on the quay. This quay plant is used for shipping coal and bunkering vessels of up to 1,000 GRT. Fresh water is also obtainable there.

Kai Ewa

The Czechoslovakian Quay (now Kai Ewa) extends from the northeast corner of the Oder-Danzig Canal (IV) through the Czechoslovakian free zone (23) along the west side of Breslauer Fahrt (Breslau passage) (V).

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Grain silo (21)

A 19-story concrete-steel silo (21)[1] of 16,000 tons storage capacity with two pneumatic elevators (each fitted with two suction pipes) and two single-floor administration buildings of the national grain enterprise (22) (PZZ) located in the northwestern section of this quay.

The piece of the quay in front of the silo, made of concrete with timber fendering, which is 200 meters long, 2 meters high and 7 meters deep alongside, is fitted with three rail tracks, the outermost being 5 meters away from the edge of the quay.

Czechoslovakian Free Zone (23)

The wire-fenced Czechoslovakian Free Zone (Harbor) (23) is located northeast of the silo. The southern part of this fence is interrupted by crane and railroad tracks. Two traveling cranes are available on the site.

The quay on the west side of Breslauer Fahrt (V) is about 500 meters long, 2 meters high, 7.5 to 8 meters deep alongside. General railroad connection is by four spur tracks, while another two spur tracks establish connection with the former Breslauer Gueterbahnhof (Breslau Freight Station) (24).

Czechoslovakian Quay

A large store-house (25), about 150 by 70 meters, with a loading ramp on each side, has 10 sections; in addition, a quay shed of similar size and an administration building also are there (27).

Three new store sheds (28) adjoin them in the south; the northernmost is 100 meters long, while the middle one and the southernmost are 195 meters long. A three-story administration building and a single-floor building with a workshop also are there.

Among the cranes on that quay are two 7.5-ton electric gantry cranes (29), three 3-ton gantry cranes standing approximately in the middle of the quay (30) and eight large electric 3-ton cranes are erected at the southern end of the quay (31).

Dunzig Quay

The Dunzig Passage (VI) branches off from the Oder River opposite the middle of the town to the north of the Baumbruecke which is in ruins. The south embankment of the Dunzig passage forms the Dunzig Quay (now Nal Starowka) which is about 100 meters long and 7 to 8 meters deep alongside.

A three-story office building (37) and a shed (38), the latter about 200 meters long, are located on this quay.

A 4-ton bridge crane (39) and two large heavy-lift cranes (40) stand at the eastern end of the quay.

Six medium-size electric gantry cranes (41) are distributed along the remaining length of the quay.

The municipal slaughter house (42) is located at the rear of the store sheds. The street running between the Dunzig Quay and the slaughter house has recently been repaved.

The Dunzig harbor district was evacuated by the Soviets in early March 1955; on this occasion all rail tracks of the harbor railroad as well as the lighting installation, including the cables and accessories, and parts of the cranes were dismantled and, as a result, this portion of the harbor was lying idle at the time.

Free Harbor Zone (VII)

The extension of the Dunzig-Oder passage (IV) leading southward into the free harbor zone (VII) (now Port Wolnostowy) is still under Soviet administration according to information available here.[2]

The Soviet harbor administration has headquarters in two or three villas on the former Roonstrasse. It has under its orders the technical operational staff (also called the technical battalion) which is quartered in the four-story red brick building of the former Main Harbor Administration on Ul. Bytomska and other buildings located in the free zone district. The free zone harbor covering a water surface of 22.37 hectares, with its two basins and the approach basin, has a total quayage of 2,873 meters.

The quay walls constructed of ashlar are 6 meters above mean water level. While the water alongside the quay wall is 8 meters deep. the water in the middle of the basins ranges between 8 and 9 meters.

Approach to the free zone harbor is through the Dunzig (VI) or the Dunzig-Oder Canal (VI) with a bottom width of 79 meters. The entrance to the harbor is 100 meters wide. The turning area for ships in the harbor basin is 190 meters in diameter, with a clearance of 20 meters between ship and quay.

Breslau Freight Station (24)

All rail tracks on the quays have been repaired and the rail system expanded by adding new ones. There is connection with the Breslauer Gueterbahnhof (Breslau Freight Station)(24). Floating cranes are used as needed all over the free zone harbor district. An American 100-ton floating crane, four floating cranes of up to 10 and 15 tons lifting power and a floating bunkering station have been reported here.

West Basin:
Beginning with the northernmost crane on the west quay, the following cranes are available on it:
Three 10-ton cranes (48), two 5-ton cranes (49) and six 3-ton cranes (50). Some small pre-war grab appliances and elevators built by the Germans are hardly ever used.
Two rebuilt sheds (51) and several belt conveyors for coal also are available on this quay.

East Quay: (53)
Two 3-ton bridge cranes/run atop a 200 by 30 by 10 meter shed (52) and a 15-ton fixed crane (54) and some conveyor belts are installed on this quay.

East Basin:
West Quay:
Two sheds (55), each about 200 by 30 by 10 meters in size, and eighteen to twenty cranes, most of them of the mobile type, and varying in lifting capacity of between 2.5 and 25 tons, including a 10-ton and a 15-ton slewing crane, are located at the northern end (56) of the shed.

East Quay:
Two sheds of similar size (57) with two other lower store sheds, between 200 and 300 meters long, at the rear (58). No detailed information is available on cranes existing there.

A factory (64), partially reconstructed and in operation, is located on the north side of Moellnwiese (Moelln meadow) west of Nowy-Port (VIII). It allegedly is a closely guarded Soviet distilling plant with some tanks at the rear used for storing methylated spirit.

Nowy Port (VIII)

Nowy Port (VIII) is a newly constructed harbor basin located on the former municipal depot site on the northeastern side of Moellnwiese. Three single-story concrete buildings (66) housing the administration offices and workshops with loading ramps on both sides and two other new store sheds (67) are located on the quay which is 300 meters long and 8 meters deep alongside. Four rail tracks and twelve new 5-ton cranes with 35-meter jibs for loading and unloading operations are available.

Dunzig-Parnitz Canal (IX)

The Dunzig-Parnitz Canal (IX), 6 meters deep, connects the Dunzig with the Parnitz River east of the Moelln Meadows. This canal has wood-covered banks, and except for a 100-meter long quay square, is not used for berthing vessels. The wharf, a timber structure with

two store sheds on it (72), has no loading appliances, and is mainly used for shipping salt. Two transverse bridges are available. A varnish and paint factory (73), consisting of a three-story factory building, is located not far from the quay. It has two rail tracks leading to the Breslau freight station.

Power Station (76)

The quay installations of the power station, 6 meters deep alongside, are located on the south side of the Parnitz River (X) opposite the Dunzig-Parnitz Canal. The quay is fitted with two electric gantry cranes (77), each of about 3 tons lifting capacity and a 4-ton electric bridge crane for unloading coal from river barges for the plant's own needs. Three spur tracks link it with the main freight station (85).

The central depot for mineral oil products (CFU) (79) is located at the former petroleum harbor east of the electric power station (76). This is the main distributing point for power fuel for military purposes, commercial requirements and vessels. Pipe lines branch from the six silver-bronze coated tanks, each holding 2,000 tons, to the berths on the Parnitz River (X) and the Steinbruchhafen (C) (Quarry Harbor).
The quay at the supply points is 200 meters long and 7.5 meters deep alongside.

Parnitz Quay

The remaining stretch of the south bank of the Parnitz River (X) as far as the Moellnfahrt (Moelln passage) (II) is formed by the Parnitz Quay, which is about 900 meters long and 8 to 9 meters deep alongside. Two large store houses and a workshop building are located on the quay (position doubtful).

Counting from the east to the west the cranes installed on the quay are six 3-ton electric gantry cranes (81), two 3-ton steam cranes (82), seven 5-ton electric cranes and two 5-ton bridge cranes.
Two spur tracks link the quay with the main freight station.

Industrial Harbor

The industrial harbor with its vast loading and unloading facilities is formed by Reiherwerder-Hafen (A), the basin on the Kleine Reglitz (River) (B), the Steinbruchhafen (C) with its two harbor basins, the Warthehafen (D), and the Netzehafen (E).

Reiherwerder-Hafen

The Reiherwerder-Hafen (A) (Basen **Kaszubski**) serves as a coal harbor after being reconstructed and expanded.
The quay on northern section of the east bank, about 400 meters long and 8 meters deep alongside, is fitted with four Polish-made 7-ton gantry luffing cranes (90), the central section has two German-made 15-ton loading bridges and a mobile weighing bridge (91), and in the southern section, also are four modern 7-ton gantry luffing cranes (92).
No store sheds are on this site; only open-air dumps for large quantities of coal and ores and an extensive rail track system are available.

The west side of the harbor is formed by a quay about 300 meters long and 9 meters deep alongside. A 10-ton gantry crane (93) and three 7-ton Soviet made luffing cranes (94) are available there.

A modern automatic coal shipping plant (95) with two car tippers (96) is located at the northern end of the quay and, as it is possible to tip two cars simultaneously, an hourly loading output of 800 to 1,000 tons can be reached. Two buildings of unidentified purpose (97) are sited at the rear of these cranes.

The installations of Reiherwerder-Hafen were evacuated by the Soviets in January 1955. Certain parts of the two coal shipping appliances were dismantled and, as a result, these two appliances were still inoperational at the time.

The land spit formerly existing between Reiherwerder-Hafen (A) and the basin on the Kleine Reglitz River (Basen Bytomski) (B) was removed by dredging and a concrete pier erected on this spot (Pier 70) (90).

Reglitz Basin (B)

The basin on the Kleine Reglitz (B) (Basen Bytomski) gradually passes into the course of the Kleine Reglitz River. The western quay, about 200 meters long and 8 meters deep alongside, is the only wharf in operation there. A new silo (100) and a new store shed have been erected there.

The silo is comparatively small in size and fitted with two suction tubes; one of them projects from the upper part of the silo, while the other passes underground below the rail tracks laid along in front of the silo. The grain cargo is discharged by means of a gas-engine driven elevator. Six 4-ton electric gantry cranes are available on the quay which is fitted with spur tracks.

Warthe River Harbor (D)

The former Warthehafen (named for the Warthe River) (D) (Basen Warty) has a seven-story grain silo and an administration building (position doubtful). The quay installations, 8 meters deep alongside, are in good condition.

Netze Harbor (E)

The former Netzehafen (named for the Netze River)(E) (Basen Notecki), 250 meters long and fitted with a concrete quay wall 2.5 meters high and forming a sand dam at the spit of the quay, is used as a lumber transhipment place by the government-owned lumber firm of PAGED. No crane installations. The lumber is carried alongside the vessels on field railway trucks running on light rails. The water depth there ranges between 8 and 9 meters.

Steinbruch-hafen (C)

The north side of the Steinbruchhafen (Quarry Harbor) (C) (Basen Gornoslaski) is a solid concrete wharf with iron sheet pilings and 1.75 meters above mean water level. Several modern luffing cranes of Czech origin are available on this quay. Seven small and one large supply tanks (105) are installed in the eastern section of the quay (obviously a former tank depot of the Rhenania-Ossag firm). The tanks, which have a silver-gray coat of paint, are not camouflaged, have a total capacity of between 5,000 and 6,000 tons. There also are four 2,000-ton storage tanks and one supply tank on the former tank depot of the Stinnes firm. In addition to five spur tracks an automobile road also is available.

Passenger Quay (110)

The passenger quay (110) located on the west bank of the Oder River extends between the northernmost ruined bridge (the Baumbruecke) and the southern end of the shipyard. The wharf is made of concrete with cast-in piles. A most modern passenger terminal station with a restaurant has been erected on the quay on which no store sheds are erected. There is only a custom house near the wall of the shipyard.

Among the buildings closely adjoining the passenger quay in the town district are

Polish Harbor Administration

a. The Polish Harbor Administration building (not identical with the Harbor Master's Office building). The harbor administration is responsible for the control of the transhipments of goods, the care and maintenance of the mechanical equipment, the building located in the harbor district, and of the harbor service vessels and other floating material.

Polish Waterways Administration

b. The Polish waterways administration is responsible for the maintenance of the waterways on the Oder River, of the canals harbor basins and quay installations, bridges, and for the buoyage, beaconage and signal installations.

c. Soviet authorities are accommodated at 1 and 2, Dohrnstrasse. Five or six antennas of the radio equipment housed in the basement of the building located at 1, Dohrnstrasse, are fitted atop that building.

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b. Bridges and Locks

ba Bridges spanning the Oder River:

Auxiliary Bridge (115)

The former Baumbruecke, the railroad bridge and the RR station bridges establishing the traffic to the harbor district across the western branch of the Oder River, are in ruins, and only an auxiliary timber bridge (115) for pedestrians, motor vehicles and single-track street car traffic is in operation (with a permissible load of 15 tons and a maximum permissible speed of 10 kilometers per hour (km/hr)); the bridge cannot be opened for the passage of vessels.

Hansa Bridge (116)

The reconstruction of the Hansa Bridge (116) started in 1953. This means that, for the time being, railroad connection between the west bank of the Oder River and the harbor district is possible only over the Pommerenzdorf-Altdamm railroad line passing south of the town and harbor districts.

bb Bridges spanning the Parnitz River:

The former railroad bridge across the Parnitz River and the road bridge formerly leading to the Altdamm Causeway are in ruins, and there exists only one emergency timber road bridge fitted with a street car track.

Harbor Railroad Bridge (118)

The harbor railroad bridge (118) spanning the Parnitz River had remained undamaged; it is, however, too low to permit the passage of tugboats below.

The rail track system leading to Reiherwerderhafen was bridged by a road bridge in way of the Altdamm Causeway because shunting operations were too much hindered there by footwalkers.

The autobahn bridge south of Stettin is a twin bridge with a vehicle road on each bridge.

The two railroad bridges, one spanning the western branch of the Oder River and one the eastern branch of that river, lead to the Stettin-Pommerenzdorf-Podejuch-Finkenwalde bypass railroad and from there to Altdamm and Stargard, and are in good order. No locks are in the harbor district.

c. Shipyards:

There are several important shipyards in Stettin which will be separately dealt with.

d. Means of transportation:

Means of transportation, such as railroad cars, refrigerated cars, field railway trucks, motor trucks, etc., were available in sufficient numbers.

e. Tugboats, lighters, icebreakers:

The exact number of tugboats and lighters available in Stettin harbor could not be stated.

Two icebreakers of between 2,000 and 3,000 hp are permanently stationed in Stettin to keep free the Kaiserfahrt and the Stettiner Haff and, in case of need, are assisted by a further large and a small icebreaker of between 800 and 1,000 hp. Suction-type and other dredges must permanently be in operation to prevent rapid silting. A large 4,500 dredge was bought

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4. Connection with the rear area

a. Railroad:
The railroad system connecting Stettin with its rear area has been repaired and meets the requirements.

b. Roads:
The road system has also been put in order again.

c. Inland waterways:
A vast system of waterways linking Stettin with its rear area is mainly based on the Oder River and its affluents and the so-called Maerkische Kanalsystem (Canal System of the March). Connection with the remaining inland waterway system is possible only by using the eastern branch of the Oder River which empties into the Dammscher See (lake). The western branch of the Oder River is blocked by the ruins of the bridges still existing there.

d. Air traffic:
Information on air traffic is unavailable.

5. Supply facilities

a. Fuel oil:
Fuel oil is obtainable at the tank depot located in the eastern part of Steinbruchhafen (105 and 106) and at the mineral oil products center (79).

b. Coal:
Sufficient quantities of bunkering coal are available at Reiherwerder-hafen (A) and at Arsenal Kai (14).

c. Water :
Fresh water is obtainable at the Arsenal Kai (14). It was not stated whether drinking water or feed water is obtainable at one or the other of the remaining wharves.

d. Electric current:
Electric current for the entire harbor district is supplied by the electric power station (76) located near the Parnitz River.

6. Harbor guard

The entire harbor district is closely guarded, harbor police, border police and women in uniform guarding the quay installations and the store houses.
Incoming vessels are most carefully searched by examining teams of 8 to 15 persons. Radio equipments, cameras and binoculars are placed under lock and seal. The shipmaster is the only person allowed to go ashore. As a rule, sentries armed with subcaliber machine guns are posted at each ship. Watchtowers and sentries are on the unused bank of the Oder River at short intervals between them, while several low huts and a searchlight were observed on the Leitdamm (training wall) opposite Ziegenort.

7. Armed forces

a. Navy:
The installations located on Tirpitz Island opposite the Oderwerke shipyard were taken over by the Polish Navy. The buildings of the former PT boat and submarine base located in the southern section of the island were expanded to serve as a camp for Polish forces. A naval cadet school of the Polish Navy is located in the town district of Stettin. It consists of four brick buildings, two of them stretching along Al. Piastow and the two other just behind them.
A Naval Home is located at 107-109, Wojska Polskiego.

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b. **Air forces:**
No airfield is in the vicinity of Stettin.
The former German landplane-seaplane base in Stettin-Altdamm (in 53°24'N/14°40'E) practically is in ruins, and no armed forces units are stationed there. Practically speaking, only pre-military gliding exercises are held there, and only insignificant commercial air traffic is occasionally seen there.

c. Army:

ca Soviet Army:
Small Soviet army units left behind in Stettin are concentrated in the former infantry barracks installations.

cb Polish Army:
The garrison headquarters and the staff of the 12th Infantry Division are accommodated in the former Wehrkreiskommando (military district) headquarters building.
Army forces garrisoned in Stettin include
2 infantry regiments
1 artillery regiment
1 assault tank battalion.

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8. Further reconstruction plans for Stettin

On completion of the first stage of the reconstruction and modernization scheme for Stettin, the governmental bodies in Warsaw plan to expand Stettin and make it a world harbor located at the mouth of the Oder River, the following measures being contemplated in connection with this project:

1. Deepening the approach channels from the Baltic Sea to Stettin harbor to a navigable depth of 15 meters
2. Expansion of the harbor area spending 10,000,000,000 zloty on the construction of a concrete quayage of 2.5 kilometers, 12 unloading platforms, 35 heavy-lift cranes, the erection of new silos and store sheds, and the expansion of Reiherwerderhafen to accommodate 25 super-size freighters.
3. Essential increase of shipyard capacity.
4. Construction of large oil dumps.
5. Considerable expansion of the floating stock (icebreakers, dredges, lighters and tugboats).
6. Construction of a harbor radar station (the first to be built in a satellite country).
7. Construction of a fishing combine building on Ostrow-Mielenski Island.3

9. Summary comment.
The port of Stettin reached its 1938 turnover figures again by 1951 and since then probably considerably exceeded these figures. Its favorable location for traffic with the Upper Silesian coal district and the central German canal system, via the Oder River, facilitates the handling of incoming and outgoing bulk cargo, such as coal and ores and, in consequence, Stettin, together with Gdynia, has become the most important Polish port.

However, a less favorable factor is insufficient depths of water in the approach channels from seaward preventing deep-draft vessels from navigating these channels for the time being. As, on the other hand, great efforts are made to overcome these undeniable difficulties, and further expand the harbor facilities, an eventual increase in capacity can safely be expected.

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Legend to Stettin Harbor.

1. Junction canals and harbor basins

   a. Junction canals

   I - Oder River
   II - Moellnfahrt
   III - Bredow-Graben
   IV - Oder-Dunzig Canal
   V - Breslauer Fahrt
   VI - Dunzig
   VII - Freihafen (free harbor zone)
   VIII - Nowy Port
   IX - Dunzig-Parnitz Canal
   X - Parnitz River

   b. Harbor basins (referring only to industrial harbor)

   A - Reiherwerder harbor
   B - Basin on Kleine Reglitz
   C - Steinbruch (quarry) harbor
   D - Warthe River harbor
   E - Netze River harbor

2. Harbor installations

   1 - Pilot station
   2 - Mak Quay
   3 - Oko Quay
   4 - Fish cannery
   5 - Fish-salting building
   6 - Administration building
   7 - Cal Quay
   8 - Drab Quay
   9 - Central workshop of Szczecin harbor (TBP)
   10 - Former Vulkan shipyard, now scrap center
   11 - Government enterprise for traffic handling and dredging operations
   12 - Former Oderwerke
   13 - nil
   14 - Quay Arsenal with 6 gantry cranes
   15 - Administration building
   16 through 20) nil

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Annex 1

Czechoslovakian Quay

21 - Grain silo
22 - Two administration buildings
23 - Czech free zone harbor
24 - Breslau freight station
25 - Warehouse with loading ramp
26 - Shed
27 - Administration building
28 - Three new store sheds
29 - two 7.5-ton cranes
30 - three 8-ton cranes
31 - Eight large cranes
32 through 36) nil

Danzig Quay

37 - Office buildings
38 - Sheds
39 - Bridge crane
40 - Two heavy-lift cranes
41 - Six gantry cranes
42 - Slaughter house
43 through 47) nil
48 - Three 10-ton cranes
49 - Two 5-ton cranes
50 - Six 3-ton cranes
51 - Two sheds
52 - One shed
53 - Two bridge cranes
54 - One 15-ton crane
55 - Two sheds
56 - Two cranes
57 - Two sheds
58 - Two warehouses
59 through 63) nil
64 Factory

65 - nil
66 - Two concrete houses
67 - Two storesheds
68 - Twelve cranes
69) nil
through)
71)

Dunzig-Parnitz Canal

72 - Quay with two store sheds
73 - Paint and varnish works
74) - nil
75)
76 - Electric power station
77 - Two 3-ton gantry cranes
78 - One 4-ton bridge crane
79 - Mineral oil production center
80 - nil

Parnitz Quay

81 - Six 3-ton electric gantry cranes
82 - Two 3-ton steam cranes
83 - Seven 5-ton electric gantry cranes
84 - Two 5-ton bridge cranes
85 - Main freight station
86) nil
through)
89)
90 - Four 7-ton gantry luffing cranes
91 - Two loading bridges and one weighing plant
92 - Four 7-ton gantry luffing cranes
93 - One 10-ton gantry luffing crane
94 - Three 7-ton luffing cranes
95 - One coal shipping appliance
96 - Tipper
97 - Two buildings
98 - "Pier 70"
99 - nil
100 - Silo
101 - Store shed
102 - Six 4-ton electric gantry cranes
103) - nil
104)

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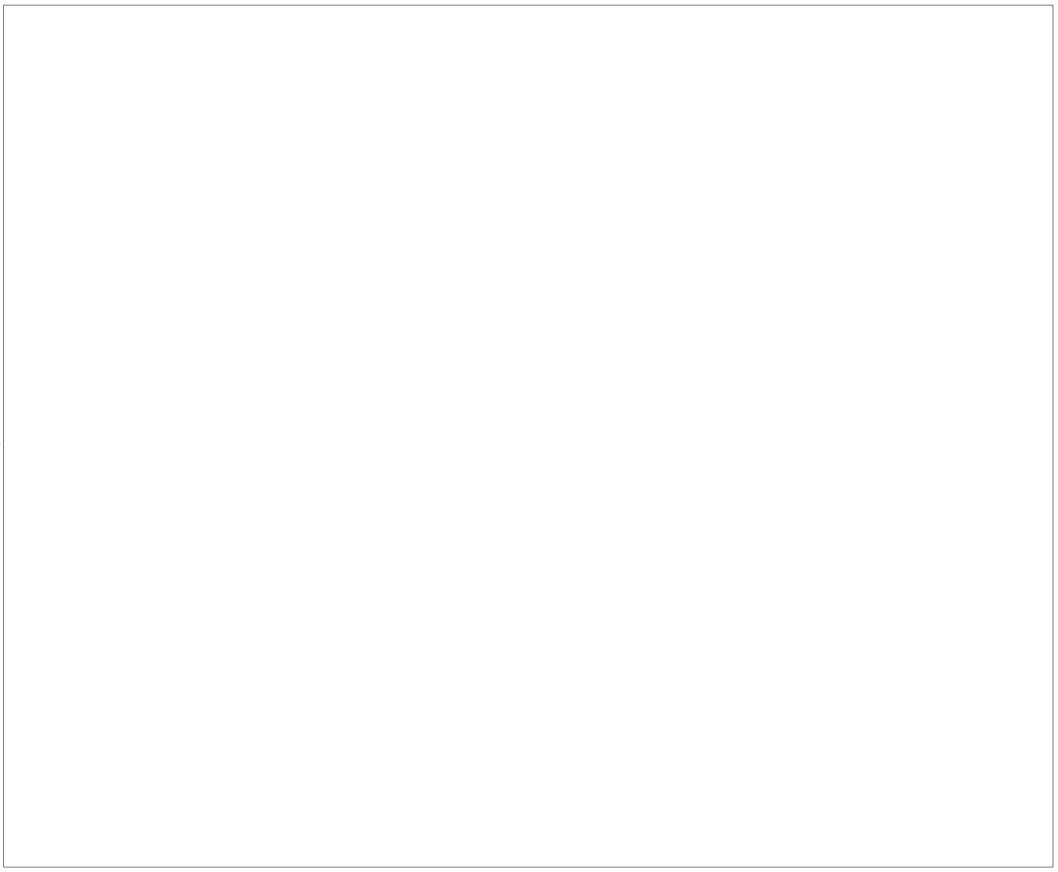
105 - Tank depot
106 - Tank depot
107)
108) - nil
109)

Passenger Quay
110 - Passenger Quay
111)
through) nil
114)

3. Bridges
115 - Emergency road bridge
116 - Hansa bridge (under re-erection)
117 - Emergency road bridge
118 - Harbor railroad bridge



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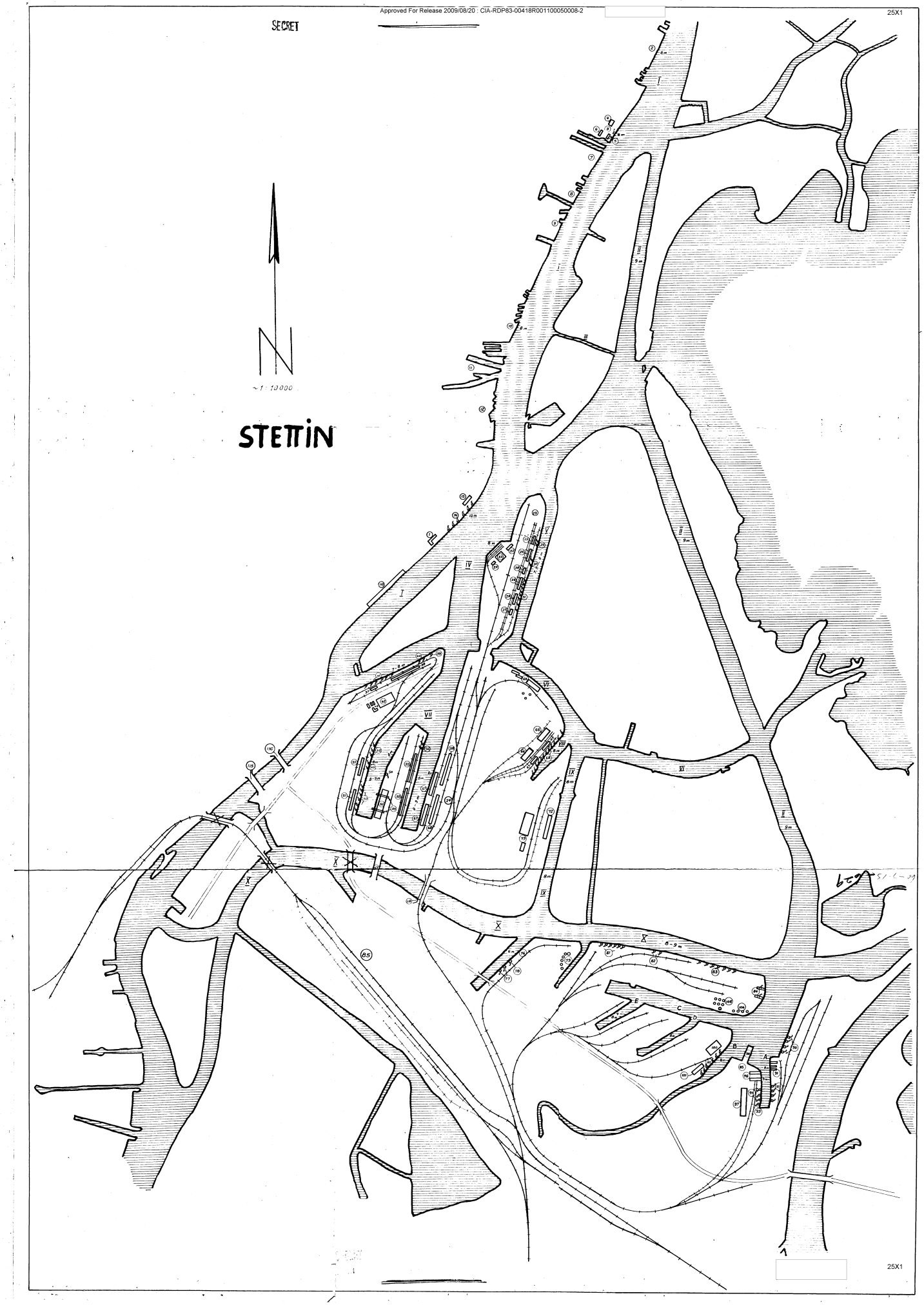

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